

person may, upon request, inspect the application, notice and other documents germane to the application in person at: Albert J. Ellis Airport, 264 A. J. Ellis Airport Road, Richlands, North Carolina.

Issued in Atlanta, Georgia on August 9, 1995.

**Dell T. Jernigan,**

*Manager, Atlanta Airports District Office, Southern Region.*

[FR Doc. 95-20678 Filed 8-18-95; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Philadelphia International Airport, Philadelphia, Pennsylvania**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to Impose and use the revenue from a PFC at Philadelphia International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before September 20, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. L.W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, Pennsylvania 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mary Rose Loney, Director of Aviation for the City of Philadelphia at the following address: Philadelphia International Airport, Terminal E, Philadelphia, Pennsylvania 19153.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Philadelphia under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. L.W. Walsh, Manager Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, Pennsylvania 17011, (717) 730-2835. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public

comment on the application to impose and use the revenue from a PFC at Philadelphia International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 2, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Philadelphia was substantially complete within the requirements of Section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 14, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date:

September 1, 1992

Proposed charge expiration date: August 31, 1997

Total estimated PFC revenue:

\$116,700,000

Brief description of proposed project:

Design and construction of a new commuter runway 8-26 at Philadelphia International Airport.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ACTO) Filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Philadelphia International Airport.

Issued in Jamaica, New York on August 14, 1995.

**Anthony P. Spera,**

*Manager, Airports Division, Eastern Region.*

[FR Doc. 95-20679 Filed 8-18-95; 8:45 am]

BILLING CODE 4910-13-M

**Airborne Supplemental Navigation Equipment Using the Global Positioning System (GPS)**

**AGENCY:** Federal Aviation Administration.

**ACTION:** Notice of availability for public comment.

**SUMMARY:** This notice announces the availability of and request comments on

a proposed Technical Standard Order pertaining to airborne supplemental navigation equipment using the global positioning system (GPS). The proposed TSO prescribes the minimum performance standards that airborne supplemental area navigation equipment using the GPS must meet to be identified with the marking "TSO-C129a."

**DATES:** Comments must identify the TSO file number and be received on or before November 14, 1995.

**ADDRESSES:** Send all comments on the proposed technical standard order to: Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service—File No. TSO-C129a, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 804, 800 Independence Avenue SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Bobbie J. Smith, Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, Telephone (202) 267-9546.

**Comments Invited**

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed technical standard order may be examined, before and after the comment closing date, in Room 804, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

**Background**

This revision of the original version of TSO-C129 corrects typographical errors and clarifies issues that applicants found to be ambiguous. The revision also incorporates language to accommodate all deviations that have been granted since the original TSO was released in December of 1992. The only changes to requirements are that the software standard has been upgraded to

the latest revision of RTCA/DO-178B, "Software Considerations in Airborne Systems and Equipment Certification." This standard was adopted by the FAA in January of 1993 and will eventually be incorporated into all TSO's.

The basic TSO provides minimum operational performance standards for airborne supplemental navigation equipment using the Global Positioning System (GPS).

Incorporated within this standard are equipment characteristics that should be useful to users, designers, manufacturers, and installers of GPS navigation equipment. Additional information necessary for the use of this TSO is contained in RTCA Inc. document number RTCA/DO-208, "Minimum Operational Performance Standards for Airborne Supplemental Navigation Equipment Using Global Positioning System (GPS)."

#### How to Obtain Copies

A copy of the proposed TSO-C129a may be obtained by contacting "For Further Information Contact." Copies of RTCA Document No. DO-208, "Minimum Operational Performance Standards for Airborne Supplemental Navigation Equipment Using Global Positioning System (GPS)," may be purchased from RTCA, Inc., 1140 Connecticut Avenue NW., Suite 1020, Washington, DC 20036-4001.

Issued in Washington, DC, on August 11, 1995.

**Abbas A. Rizvi,**

*Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 95-20684 Filed 8-18-95; 8:45 am]

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#### Federal Railroad Administration

##### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 CFR Part 236

Pursuant to Title 49 CFR Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of Title 49 CFR Part 236 as detailed below.

##### Block Signal Application (BS-AP)-No. 3362

*Applicants:* Dallas, Garland and Northeastern Railroad Company  
Mr. J.D. Ventreck, General Manager,  
425 N. Fifth Street, Garland, Texas  
75040

St. Louis and Southwestern Railway Company

Mr. J.A. Turner, Engineer—Signals,  
Southern Pacific Building, One  
Market Plaza, San Francisco,  
California 94105

The Dallas, Garland and Northeastern Railroad Company (DGNO) and the St. Louis and Southwestern Railway Company (SSW) jointly seek approval of the proposed discontinuance and removal of Hunt Interlocking, milepost 714.2, in Greenville, Texas, where a single main track of the DGNO, crosses at grade, a single main track of the SSW. The proposed changes include removal of the four automatic interlocked signals, removal of the four associated inoperative approach signals, and installation of manually operated gates normally lined across the SSW trackage.

The reason given for the proposed changes is that traffic density no longer requires the need for an interlocking at this location.

##### BS-AP-No. 3363

*Applicant:* CSX Transportation,  
Incorporated

Mr. D.G. Orr, Chief Engineer—Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

CSX Transportation, Incorporated (CSX) seeks approval of the proposed discontinuance and removal of "Altamont" Interlocking, milepost BA223.4 and "Wilson" Interlocking, milepost 222.3, near Altamont, Maryland, Cumberland Coal Business Unit, Mountain Subdivision; consisting of the discontinuance and removal of nine controlled signals, the conversion of three power-operated switches to hand operation, and the installation of two automatic block signals near milepost 223.5.

The reason given for the proposed changes is to retire facilities no longer required for present day operations.

##### BS-AP-No. 3364

*Applicant:* CSX Transportation,  
Incorporated

Mr. D.G. Orr, Chief Engineer—Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

CSX Transportation, Incorporated (CSX) seeks approval of the proposed discontinuance and removal of the traffic control system, on the single main track, between milepost BB1.8 and BB4.9, near Cincinnati, Ohio, Louisville Division, Cincinnati Terminal Subdivision; consisting of the discontinuance and removal of automatic block signals 1915 and 1916, and conversion of the main track to a yard track governed by Rule 105.

The reason given for the proposed changes is that the track is no longer used for through traffic, since Conrail has abandoned its Riverside Yard.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 within 45 calendar days of the date of issuance of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, D.C. on August 16, 1995.

**Phil Olekszyk,**

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 95-20674 Filed 8-18-95; 8:45 am]

BILLING CODE 4910-06-P

##### [BS-AP-NO. 3338]

##### Wheeling and Lake Erie Railway Company; Public Hearing

The Wheeling & Lake Erie Railway Company has petitioned the Federal Railroad Administration (FRA), seeking approval of the proposed discontinuance and removal of the traffic control system on the single main track of the Bellevue Line between Spencer, Ohio, milepost 92.0 and Bellevue, Ohio, milepost 54.5, a distance of approximately 37.5 miles.

This proceeding is identified as FRA Block Signal Application Number 3338.

FRA has issued a public notice seeking comments of interested parties and has conducted a field investigation in this matter. After examining the proposal, field report, and letters of protest, the FRA has determined that a public hearing is necessary before a final decision is made on this proposal.

Accordingly, a public hearing is hereby set for 10 a.m. on Tuesday, September 26, 1995, in the Huron County Administration Building, located at 180 Milan Avenue, in Norwalk Ohio. Interested parties are invited to present oral statements at the hearing.